INTERNATIONAL SUNDAY SCHOOL LESSON

(By E. O. SELLERS, Director Sunday School Course, Moody Bible Institute, Chicago.)

LESSON FOR SEPTEMBER 20

JUDGMENT OF THE NATIONS.

LESSON TEXT—Matt. 25:31-46.

GOLDEN TEXT—Inasmuch as ye did it not unto one of the least, ye did it not unto Me. Matt. 25:45.

I. **The Congregation, vv. 31-33.** This is one of the difficult and much-controverted passages of our Lord's Olivet prophecy. The title "Son of Man" is one which refers to our Lord's earthly relations and administration, and is one not otherwise used in this prophecy. Jesus is speaking to his disciples. He looks beyond the dark passion so rapidly approaching to the light of the ultimate fulfilling of his purpose for this world. Our Lord here makes no reference to the final judgment mentioned in the Apocalypse. In that hour earth and heaven will flee away. Here there is no such passing away nor do the dead appear. The son is enthroned. He administers judgment. He is assisted by the accompanying angels. The believer must appear before the judgment (II Cor. 5:10; Rom. 14:10), but his destiny is decided the moment he believes, John 5:24. Christ first came in humiliation, when he comes this time 'twill be in "glory" (v. 31). He may come at any moment, Matt. 24:42-44. This scene is more the description of a judgment than of a trial. The testing is taking place today.

Separating Test.

II. **Those Commended, vv. 34-40.** The separating test is the attitude of the nations toward the brethren of the Lord. Here Jesus emphatically speaks of his kingship, hence the honored position, "on his right hand."

In his teaching Jesus had emphasized the fact that those who do the will of God are his next of kin. Here they are, "Ye blessed of my father." This word "blessed" means, literally, "well spoken of." We are blessed of God in the heavenlies in Christ, Eph. 1:3, but we are also to be blessed with an inheritance in the kingdom. See Gal. 5:19, 21; Eph. 5:5; I Cor. 6:9, 10 contrasted with II Tim. 2:2; 4:8; James 2:5; Rev. 21:7. This blessing is a gift, Luke 12:32, which has been prepared "from the foundation of the world" (v. 34). Man's destiny depends upon the object and act of his faith, but the test, the proof, the evidence of that faith is in his conduct (Gal. 5:6; James 2:17, 18). Altruism does not save the soul, but a truly saved soul will be compassionately serviceable. It is ours to assuage the thirsty, John 4:14, 6:55; ours to feed the hungry, John 6:32, 35; ours to receive the stranger, Eph. 2:13, 18, 19; ours to clothe the naked, Isa. 64:6; ours to visit the sick, Luke 1:68, 78; and ours to visit the prisoner, Luke 4:18. Note carefully the unconsciousness of good deeds. The Christian is so identified with Jesus Christ as to regard these deeds as not his own, but "Christ within." The real test is not so much love for God or Christ whom we have not seen, but love for the brethren whom we have seen (I John 3:17). Our attitude toward our brethren is the evidence that we have received Christ. Our life of service, though we may be "the least," will be commended before the throne and the assembled nations and angels. He is identified with "the least." This sentence needs to be interpreted in the light of the entire scene and its relationship. Those commended are sent away into an age-abiding life of felicity.

The Other Side.

III. **Those Condemned, vv. 41-46.** Turning now to the other side, what a change we behold! "Come" is now "depart," not to age-abiding joy, but to age-abiding fire, which is age-abiding punishment. We do not infer that this parable refers to the place of the departed dead, to the final judgment of sin but to the time of his second advent and that the life that is blessed and the place of punishment are on this earth during the age of his millennial reign. Such at least is as far as we feel we have a right to go in the interpretation of this parable. Those who do not listen to the "come" of Jesus now, will hear his "depart" hereafter. Notice there is no reference to the father following the curse such as we find in connection with the "blessed." Men are cursed by themselves, John 5:40. Those who seek to save themselves are likewise cursed, Gal. 3:10. The kingdom is prepared for the righteous and punishment is not prepared for man. It was prepared for the devil (41) and his cohorts.

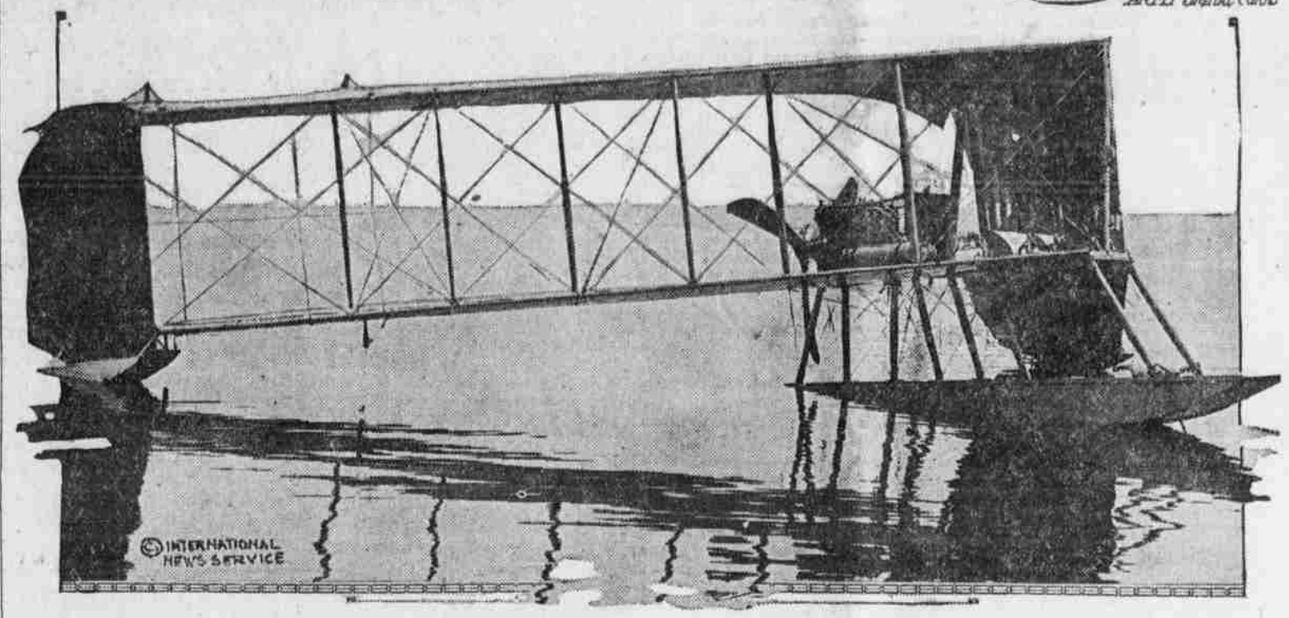
IV. **The Lesson content.** Admitting the difficulty of interpretation let us look at the picture. Jesus on Mount Olivet, sitting in the midst of his disciples, knew full well what was awaiting him on Calvary. Judged by human standards he was defeated and his defeat was to be made irrevocable by that ignominous death. So his enemies confidently believed. Yet he looks beyond the circumstance to the coming centuries and through them to the end of the age, and claims the victory. He speaks without hesitation of his hour of triumph and "glory" (v. 31), of the time of absolute authority, of almighty power, when he should administer affairs in the kingdom of God, "prepared for you from the foundation of the world." His viewpoint should be ours. We are in the last stage of his prophecy. Nations are no longer divided by dividing lines of race, language and locality. All the world is laid upon our breakfast table along with our toast and coffee. But spiritual lines of man's relation to the son of man, as manifested by their relations to his brethren who are his messengers, are beginning to make clear the lines of that ultimate cleavage which shall be declared in judgment when he comes.

UNCLE SAM'S AIR NAVY

COL. SAMUEL REBER CHIEF OF THE AERONAUTICAL DIVISION OF THE ARMY

AN ARMY AEROPLANE

GENERAL GEORGE SCRIVEN, CHIEF OF THE ARMY SIGNAL CORPS



FOOL PROOF AEROPLANE FOR GOVERNMENT AVIATORS

THE United States, which gave to world the science of aviation, as exemplified in the experiments of the Wright brothers, is now preparing to step into line with the other world powers and to establish an aviation corps for the defense of the nation in time of war.

Up to this time the United States has been behind other nations in this matter. The American air navy has been more or less a joke. The United States, according to the latest available statistics, ranks eighth among the nations of the world with respect to her air force.

By reason of a bill recently passed by the senate all this is to be changed. An aviation corps, distinct from the signal corps, in which aviators have heretofore been placed, will be formed; 60 officers are to be selected from the cream of the army and 260 privates are to be drilled in the essentials of pilots. At the same time appropriations are to be made for the construction of a number of military airships, including biplanes and dirigibles, and the more or less antiquated models now in use by the army will be relegated to the scrap heap or used only for demonstration purposes.

The bill providing for the establishment of this aviation corps—the "eagles of the army"—was introduced into the house of representatives on May 16, 1913, by Representative Hay of Virginia, chairman of the house committee on military affairs, and was passed last December. The bill, backed by an appropriation of $250,000, authorized last May, gives the army signal corps, commanded by Brig. Gen. George P. Scriven, an opportunity to go ahead with the work which has been planned.

At the present time the army aviation corps, under the direction of Col. Samuel Reber, though a compact and essentially efficient body, is very small when compared with similar organizations maintained by the other world powers. Secretary of the Navy Daniels recently recognized this crying need for a larger force of aeroplanes when he said.

"The question of aviation is one of the most important in connection with the military service of the United States today.

"Great Britain, Germany and France are the only world powers which outrank the United States in naval strength.

"The value of aeroplanes to the army is practically incalculable. Their scouting field is tremendous and the information which their pilots bring back may be instrumental in saving hundreds of thousands of lives.

"But there are other invaluable uses for aeroplanes in the navy. A torpedo costs $8,000 and torpedoes are frequently lost in practice through deflection in direction, which makes it impossible to follow them from the conning tower of a ship. But the aerial scout in a flying machine can follow a torpedo's course unerringly by watching it from above and the price of one aeroplane is only a fraction of that of a torpedo.

"Then, again, water—comparatively opaque from a point near its surface—becomes transparent to an observer in the air. Experts say that mines can be easily located by aerial scouts. One mine may wreck a $10,000,000 battleship. An aeroplane, costing but a fraction of this sum, would mean the ship's safety.

"In my opinion, the newly-developed art of aviation will not only tend to limit the duration and scope of hostile operations, but will also aid in the control of the seas, one of the elements contributing materially to the power and prosperity of a nation.

"With the Panama canal, as well as our coast fortifications to guard, not only from land and water, but also from the air, steps must and should be taken to muster an air fleet absolutely second to none on either hemisphere."

The reason for the selection in the Hay bill of the army for the first experiment is because the army is at present far behind the navy in attention to aviation and in the success attained by its corps. This is due to the fact that the army has been very much hampered by lack of sufficient funds and by the failure of congress to designate any single branch of the service as an aviation corps, placing the burden of the air work on the Signal corps.

The navy, on the contrary, has for some time possessed an aviation corps which has done splendid work. The recent movement of the base of this corps from Annapolis, Md., to Pensacola, Fla., has given the navy additional opportunity for excellent work.

When the fleet was ordered to Vera Cruz the battleship Mississippi, which acted as the home station of the hydros, was sent south with the other fighting units of the navy, and the work of the navy's aeroplanes in the neighborhood of Vera Cruz was the subject of more than one complimentary message from Rear Admiral Fletcher.

The army sent no aeroplanes to Mexico for a very good reason—it had none to send that could do the work demanded of them.

The army's fleet of aeroplanes is divided into four sections, one at Galveston, Tex.; one at San Diego, Cal.; one in the Hawaiian islands and one in the Philippines. These military aeroplanes are out of date in the sense that they are capable of being used only for scouting purposes and are not fitted for either defensive or offensive purposes.

In the event of an invasion of Mexico the army aeroplanes at present in use would be invaluable for use in determining the position and number of the enemy's forces. But when it came to active participation in a battle they would be practically useless, while the majority of the European air corps are fitted up with special rifle rests, ammunition carriers and munitions of war in order to repulse attack from above or to offer fight to forces on the ground.

"We must start by perfecting our scouting system," is the opinion of Col. Samuel Reber, who is in charge of the present aviation squad, "as a child first learns to crawl. After that he may take up walking and then running. In the case of aviation 'running' means we will have a fully equipped fleet of offensive airships—our actions will probably consist of anything but 'running' in the literal meaning of the word.

"The advantage of the aeroplane for scouting purposes can hardly be overestimated. The military pilot seated five hundred or a thousand feet in the air is able to see points of vantage and to catch glimpses of men on the ground which would be entirely invisible either to the commander or to his scouts on the level. The number in any one detachment could be ascertained with a surprising degree of accuracy by a pilot versed in the art of war and the information which he brings back to earth would be invaluable to the commander planning his campaign for the next hour.

"We have succeeded in bringing our aviation scouting operations to such a degree of success that the time is entirely ripe for the next step in the logical sequence—the establishment of a separate aviation corps which will be powerful enough to defend itself if attacked or to give battle to small bodies of men on the ground, in addition to making the highly important and immensely valuable surveys of the territory in front of the advancing army."

The Hay bill provides for the creation of "an aviation corps which shall be a part of the line of the army and in which there shall be officers in number, and with rank while serving in the corps, as follows. One officer of the rank of major, who shall be the commandant of the corps and of the aviation school; two officers with the rank of captain and not to exceed 30 officers with the rank of lieutenant."

"No officer shall be detailed as commandant of the aviation corps unless he shall have displayed especial skill and ability as a military aviator," continues the bill, in order to make it impossible for an officer from some other branch of the army to assume charge of the corps merely through political influence. It will be remembered that Maj. Gen. Leonard Wood and Representative Hay were always at daggers drawn, and those who are familiar with this feud see an echo of it in this provision of the Hay bill.

That service in the aviation corps will entail much greater danger than ordinary military training calls for is recognized in the section of the Hay bill which provides that "officers of the aviation corps shall while on duty that requires them to participate in aerial flights receive an increase of 50 per cent in the pay of their respective grades in the corps." The 50 per cent increase in pay is also extended to the enlisted men, not to exceed 260 in number, who will participate in the work of the corps.

The establishment of an army aviation school is provided for. The bill says: "This aviation school shall be located and maintained at a military post owned by the United States and not within the District of Columbia." The object of excepting the District of Columbia is said to be twofold: First, to remove the school as far as possible from the influence of the bureaucracy alleged to govern the war department, and, secondly, to prevent the overcrowding of the government ground in the District.

It is the hope of the men who have the interests of the American aviation corps at heart that before long the triumphs of the newly-born branch of the army will be such that congress will not be able to withstand the pleas for appropriations sufficient to place the aviation corps on an approximate level with the corresponding branches of other great armies.

SPOILING THE JOB.

"What was the matter with that woman you saved from the fire?"

"She was mad. Said I used brutal haste in yanking her out of the burning room."

"What was the reason she didn't want to leave?"

"Why, she had her poodle's hair only half curled."

THE BETTER WAY.

"What have we here?"

"An article about the most beautiful girl in America. Shall we print her picture?"

"No," said the magazine editor. "Describe her as much as you please, but let every reader draw his own mental picture."

A LIKELY YARN.

"Daniel Webster Smythe, don't tell me you haven't been in swimming! Your hair is still wet."

"As I was comin' home, ma, my foot slipped an' I fell under a street sprinkler."

QUITE DIFFERENT.

"That woman treats her husband like a dog."

"How dreadful!"

"Yes, but the dog she treats him like is an important Pomeranian pup she's crazy about."

PREDICTS A NOISELESS CITY

Stretchy Stuff for Paving and Furniture Is the Prophecy Made by Eastern Journal.

Enter the noiseless city! At last the tired nerves of the city dwellers are to be relieved of the incessant din and clatter of city streets, which, according to our nerve specialists, are partially responsible for the increasing insanity rate of our cities. Rubber is to replace brick, stone, and asphalt as the paving of future cities, according to the prediction of Sir Henry Blake in opening the fourth international rubber exhibition in London. Advances in the production and manufacture of the product during the past three years have been so great as to bring within the realm of reality this Utopian suggestion.

At the London exhibition everything possible was made of rubber. One entire room was completely furnished in rubber. The walls were covered with it, skillfully disguised as wall paper; the pictures were mounted in rubber frames; even the carpets were of the same all-conquering material. Tables, chairs, blotters, inkstands, paper weights, letter racks, penholders were of rubber, while the electric light fixtures were of vulcanite. Dainty curtains hung at the windows; even these were of rubber hung on rubber rings, suspended on a rubber pole!

Outside the hall where the exhibition was held was a tennis court made of rubber, for which is claimed the most perfect results yet attained for the game. Its resilience gives the balls the rebound of billiard cushions. After witnessing an exhibition match on the court the rubber growers and manufacturers attending were invited to a luncheon, where again everything but the food—even to the menu cards—was of rubber.

No Offense.

"If every dog has its day, why can't a cat have her night?"

"Because no cat seems able to have a night without a fance."

FAMOUS LIEGE BELGIAN CITY

STRATEGIC points in the importance of Liege, the Belgian city before which the German advance was checked and where, according to European dispatches, the first great battle of the war was fought, are numerous. Principally it was the most strongly fortified obstacle to the supposed plan of the Germans to cut across the lower half of Belgium into French territory, but in addition to this the city is of itself a prize in many ways.

In its surroundings it is the Pittsburg of Belgium. For miles to the southwest of the city, along the banks of the river Meuse, there are scores of blast furnaces, puddling furnaces, rolling mills and forges. It is the site of the famous Cockerill works, said to be the largest manufactory of machinery in the world. The Lion, erected as a monument on the field of Waterloo, some 60 miles distant, was made here.

Liege proper, with a population of 168,000, lies at the junction of the Meuse and the Ourthe, in a basin margined by hills. Many handsome buildings and gardens strive to keep themselves handsome against the tremendous odds of coal dust.

Surrounded by Mineral Wealth.

All around the city is a wealth of coal and iron ore. The mines extend even under the city and river. These natural riches, in connection with the favorable situation of the city at the junction of two navigable rivers, have given rise to the extensive manufacturing industry in the city itself.

The products are varied, but the principal one, and that which would make Liege a valuable prize of war, is that of firearms. More than 20,000 persons in and around the city are employed in the manufacture of guns, ranging from small arms to the largest of modern weapons. There is a royal cannon factory and a small arm factory also in the suburb of St. Leonard.

In the wars of the last century Liege has played only a small part, but the city itself, is defended with modern fortifications. Its strength, it is said, is far greater than has generally been appreciated by military strategists.

In 1888 the Belgium authorities decided to adequately fortify both Liege and Namur, the two important points on the Meuse. At each place a number of detached forts were constructed along a perimeter drawn a distance varying from within four to six miles of the city. At Liege 12 of these forts were constructed, six on the right bank and six on the left side of the river.

All of the forts have been kept fairly well up to date. The heavy guns, in their concrete casements, are raised and lowered automatically. The names of the forts on the right bank of the river are Barchon, Evegnee, Fleron, Chaudfontaine, Embourg and Boncelles. The average distance between the forts is four miles, but Fleron and Chaudfontaine are separated by little over a mile in a direct line, as they defend the main line of the railway from Germany.

The six forts on the left bank, also commencing at the north, around a western curve, are Pontisse, Liers Lantin, Loncin, Hollogne and Flemalle. It has been estimated by military authorities that 25,000 men would be necessary for an adequate defense of these fortifications today.

Liege was made to figure largely in Sir Walter Scott's novel "Quentin Durward," in which Scott made a notable blunder by speaking of the people of Liege as talking Flemish. The city is, in fact, the center of the Walloon country.

The Walloons are Romanized Gauls, in a much truer sense than their Flemish neighbors, and speak the French language.

The city first appears in history in the sixth century, at which time a town grew up around the original chapel founded there by St. Monulph, bishop of Tongres. In the tenth century the episcopate of Notger, which had succeeded the early line, was marked by large territorial acquisitions, and the see became recognized as an independent principality of the French empire. There were many popular risings for freedom from the exactions of the episcopal sovereigns, who were also occupied in preserving neutrality in the various wars and preserving their territory from being raided by invading armies.

Taken by Marlborough.

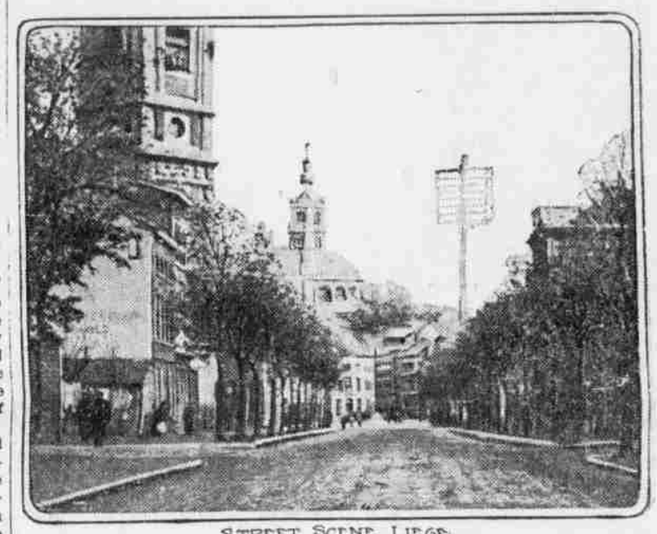
They were only in part successful. Liege was taken by Marlborough in 1702, and the fortress was garrisoned by the Dutch until 1718.

The French revolutionary armies overran the principality in 1792, and from 1794 to the fall of Napoleon it was annexed to France, and was known as the department of the Ourthe. The congress of Vienna in 1815 decreed that Liege, with the other provinces of southern Netherlands, should form a part of the new kingdom of the Netherlands under the rule of William I, of the House of Orange. The city of Liege took an active part in the Belgian revolt of 1830, and since that date the ancient principality has been incorporated into the kingdom of Belgium.

The principal point of interest to the tourists in Liege has been the great cathedral, or church of St. Paul, founded in the tenth century and rebuilt in the thirteenth century. The University, founded in 1817, is one of the largest in the country and enjoys a high reputation for education in the art of mining and manufacturing.

There are many beautiful gardens and the rivers are spanned by splendid bridges, but the larger portions of the city have a crowded aspect of narrow, crooked streets.

The railway lines through Liege are the direct routes from Cologne to Paris and from Luxembourg to Brussels, the possession of either of which would be valuable prizes to the German army. Waterloo, the place which everybody knows as the scene of the downfall of Napoleon at the hands of the allies on the 18th of June, 1815, is not on a direct line from Liege, but lies some sixty miles from it in an air line, south of Brussels.



STREET SCENE, LIEGE

Australian State Bakery.

The New South Wales government has decided to supplement its enterprises by the creation of a state bakery at Sydney. The government will acquire a bakery and bake bread for its own institutions. It is expected that the government will be able to deliver bread to the public institutions at one penny a pound. It is not intended to supply the general public from the government bakery.

Pity the Poor Rats.

Surgeon General Blue has ordered a corps of 12 rat catchers to start from San Francisco for New Orleans. These experts will carry on a campaign of rat extermination to stamp out the contagion. In six months, at a cost of $100,000, the danger of the bubonic plague will be removed.

But at the cost of the lives of millions of rats! Is not that enough to stir the wrath of all the mushy-hearted people? If it is a crime to use guinea pigs to save human life, how much more wanton is it to slay helpless, defenseless rats on the suspicion that they may be carrying the fleas that propagate a plague! Here is work for the anti-vivisectionists! Save the rats! Let mere men and women die!—Puck.

Its Practical Utility.

"You wish," began the delsartean instructor, "to take a course of lessons in expression?"

"No, not a full course," replied the applicant, "just a lesson or two, so that I can readily assume an expression of profound contempt."

"I see. But why do you wish to stop there?"

"'Cause that's all I've any use for in my business. I'm a waiter, you see, an' sometimes people forget to tip me."

On Fifth Avenue.

Young Husband (sentimentally, as he stops with his bride in front of a show window)—Do you remember, my dear, that it was here in front of this very jeweler's shop that we first met each other? You were looking longingly at that very necklace.

Bride (with a sigh)—I remember—, and still I haven't got it.—New York Evening Post.